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FIRST ISSUE OF
OCTOBER 1976
Issue #139

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- THE CLEVELAND STATION STORY

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LETTERS

I enjoy reading Rail Travel News very much, for you certainly consolidate a lot of information in an attractive manner. Every once in a while, however, to my knowledge, you print a completely unsubstantiated item based on a "Reliable Source." This occurred last issue (p.19) where it is stated "A reliable source informs us that Amtrak's SOUTHERN CRESCENT, trains 171-172, will go Amfleet on Oct 31, which means an end to thru Southern cars on Amtrak and a cutback of the NY-LA sleeper to DC-LA." This is completely unfounded, and I would suggest that future statements from this "Reliable Source" be checked for accuracy.

The fact is that Amtrak and Southern have had numerous conferences on the best method of providing thru service on the SOUTHERN CRESCENT from New York if and when trains 171-172 go Amfleet. There are several methods of running Southern's conventional cars in a train which also has Amfleet cars. These methods are now under consideration and after a decision is made it will take at least several months to do the necessary work. I thought you would be interested in having the correct facts and am glad to send them to you.

James A. Bistline
Assistant to the Chairman
Southern Railway System
Washington DC

The subject of ridership figures for the COAST STARLIGHT and LONE STAR was brought up last issue (p.21).

First of all, the normal summer and winter consist of the LONE STAR is 9 cars (baggage, 10/6 slpr, 48-seat diner, dorm lounge, 44- or 48-seat coach, 3 hi-level coaches--incl. 1 to Dallas--, and 10/6 slpr to Dallas). The 48-seat low-level coach is the only regular addition in these seasons. Sometimes as many as five hi-level coaches run. As to the reason it can carry so many passengers with such a smaller capacity than the STARLIGHT, look at its route and the cities it serves. The following city pairs would classify as corridors: Houston to Ft. Worth/Dallas; Dallas/Ft. Worth to Oklahoma City; Oklahoma City to Wichita; Wichita to Kansas City (incl. Topeka); and Kansas City to Chicago. Any of these cities during the heavy travel season will have from 50 to 75 to 100 persons on or off trains 15 & 16. In addition, the train makes 30 stops between Chicago and Houston, which averages a stop every 46 miles. It could classify as a long haul, short haul and commuter train in some places.

I might add that two factors have resulted in the increases in ridership on 15 & 16. First, the new thru service to Dallas which began July 1975. Then more than that is the new northbound schedule which went into effect Oct 1975, and resulted in the 10:25am arrival in Chicago, rather than 12:45pm. Ridership has increased every month since these two changes. Now I understand Amtrak is about to reverse this trend with the proposed combining of trains 3 & 15 and 4 & 16 between Chicago and Kansas City. As a result, trains 4/16 will not arrive in Chicago until 2:35pm and will miss connections with the LAKE SHORE LIMITED, the JAMES WHITCOMB RILEY, and the MOUNTAINEER. Also, the short haul traffic from Ft. Madison north to Chicago who used No. 16 to go into Chicago for the day and return on No. 15 will be lost. Amtrak may save a little money in operation cost by combining the trains (switching costs will probably eat this up at Kansas City), but I feel that the loss in revenue due to the late arrival in Chicago will cost Amtrak far more in the long run.

James A. Miller
Topeka, Kansas

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THE COVER STORY

The cover photo is of the Rock Island's QUAD CITY ROCKET at Bureau Jct., Illinois, last May 16 (from a Kodachrome photo by Harry M. Grossman). RI engine 643 (E8A) is pulling the short train. Negotiations are reported to be still underway to arrange for a takeover by Amtrak of Rock Island passenger service in Illinois. Last month Mayor Carver of Peoria told the Peoria Journal-Star that the city may be able to help fund the needed track work for a revitalized Chicago-Peoria rail service (see "The Peoria Plan," RTN, 1st June issue) by issuing revenue bonds. State funds are available for a portion of the work, but Amtrak, tho reportedly interested in the project, is said to lack sufficient capital funds to undertake all the work. If Peoria raised money to finish the track work, it could lease the tracks to Amtrak, and the lease paid from operating funds rather than capital funds. The question of whether ICC approval may be required for the project has also been raised.

SWEDISH LOCOMOTIVE GOES INTO REVENUE SERVICE

Amtrak put the Swedish ASEA-built electric engine it is testing into revenue service on Oct 5. The train was the STATESMAN, and ceremonies were held at Washington, with Mrs. Reistrup officiating at the ribbon-cutting. Among those present was ASEA Board Chairman Dr. Kurt Nicolin. Riders had a dome-like closed circuit TV view of the run, with one TV camera in the cab aimed at the track and a second mounted high on the right to focus on the engineer's panel (which is on the left). Monitors were placed in the first car for viewing. The FRA has approved the loco for 120mph running where it is possible; in tests the engine hit 120mph on a portion of track between New Brunswick and Trenton. Beginning shortly, Amtrak will run the train on a daily roundtrip DC-NY, replacing a Metroliner, and hauling Amfleet cars. It will take the schedule of train 108, leaving DC at 10am, and train 117, leaving NY at 2:30pm. Amtrak expects the high-speed French locomotive it will also test to arrive in January.

AMTRAK OPENS NATIONWIDE TV CAMPAIGN

For the first time, Amtrak this fall has begun a nationwide network TV ad campaign, with commercials appearing with such popular programs as "Barnaby Jones," CBS's "60 Minutes," "Police Woman," and the Dick Van Dyke show. Amtrak said that immediately following its recent commercial with the Barnaby Jones show, its Ben Salem, PA switchboard "lit up like a Christmas tree."

PRESIDENT FORD PLANS SECOND CAMPAIGN TRAIN

After the success of his campaign train in Michigan recently, President Ford will appear in another whistlestop tour from Joliet IL to St. Louis on Oct 16. The consist used will be two P30 engines, Amfleet cars, and open platform car Amtrak 10,000, used on his Michigan train.

THE PANAMA LIMITED HAS A CLOSE CALL

The northbound PANAMA LIMITED had a close call on Sept 13 as it crossed the ICG bridge at Manchac Pass, LA just after 5pm. Two barges with a tow boat approached the bridge and signalled for it to be raised. Train 58 apparently was in the block that locks the rail bridge closed electronically (the usual train speed is 45-55mph). The bridge tender reported that he signalled several times that he could not open the bridge because of the approaching train. The tow boat operator reportedly said he saw no such signal (commercial fishermen nearby said they saw the bridge tender signal). As the train cleared, the tender opened the span just in time to avoid a boat-bridge collision; but the boat operator had to reverse his engines to slow down, and he lost control the the barges. The boat and barges hit the ICG bridge-protecting fenders and continued on, striking the pilings of U.S. highway 51 bridge, knocking 200 feet of the bridge into the water, along with a pickup truck and a tractor trailer rig, killing one person and injuring two. The highway bridge is 56 feet above the water.

ANOTHER RAILROAD BRIDGE ACCIDENT

On Sept 25 at about 8pm the Southern Railway's trestle crossing Lake Pontchartrain between New Orleans and Slidell LA was struck by one of four barges being towed by a tugboat owned by the same company whose equipment struck Manchac Pass highway bridge Sept 13 (see p.3). Several timber pilings were broken, but there were no injuries. The bridge was closed to rail traffic, and expected to be opened to reduced-speed running by the night of Sept 27. In the meantime, SR's SOUTHERN CRESCENT was terminating at Slidell LA and buses bringing passengers to and from the New Orleans depot. A barge collision in mid-July closed the trestle for almost a week. The consist of SR train 2 leaving from Slidell Sep 27: (all SR except where noted) engines 6908, 6916, 6912, 6915; cars 710, Amtrak 5608, 826, 2008 "Pacolet River," 2633, 3306, 2301 "Royal Court," and 1613.

Rail Canada

TRANSPORT 2000 CANADA, a citizens group, this summer made 14 specific recommendations on transcon passenger trains to the CTC: (1) there must be a new national transport policy that gives equal treatment to all modes and ends discrimination against rail passenger service; (2) the system of 80% "loss" subsidy should be replaced by one based on a subsidy per passenger mile, and federal capital funds should be provided for infrastructure and equipment; (3) a full national passenger rail network should be developed to link all major Canadian cities and take regional needs into account; (4) government studies of rail passenger markets and economics should be made as soon as possible, taking into account rail's capacity for conserving energy and protecting environmental resources; (5) there should be a single unified management for rail passenger service in Canada; (6) discussions between labour, railways and government should commence with a view to new work patterns adapted to tomorrow's rail services; (7) railway fare structures should be modified to encourage patronage and not discourage it, and pricing should reflect social needs rather than unrealistic cost-recovery aims which are not fulfilled by any mode; (8) central and functional stations in downtown locations should be retained in all urban rail relocation schemes; (9) daily service on both transcontinental routes must be maintained, with scheduled speeded up and made more convenient; (10) full sleeping and dining service should be considered an integral part of all long-distance trains and not singled out for cost recovery objectives; (11) genuine intermodal cooperation should be instituted; (12) honest, complete and aggressive marketing of all rail passenger services across Canada should replace the current neglect; (13)passenger trains carrying freight or "head-end" traffic should have this credited to their revenues, and mail and express traffic should be encouraged; (14) without detracting from the integrity of the national rail passenger network, provincial participation in planning, financing and management should be considered. The address of Transport 2000 Canada is Box 300, Station A, Ottawa, Ontario K1N 8V3.

A SWITCH THROWN in the wrong position sent a 9-car CN Toronto-Windsor train into a siding in Tecumseh, Ont. late on Sept 10, derailing all but one car, injuring 25 of 97 passengers. Only three remained hospitalized with more than minor injuries.

CN NON-TURBO EQUIPMENT is now getting the new VIA blue and gold paint treatment: cars in royal blue with two bold gold stripes under the window line, leading to a "VIA" in gold at the end of each double stripe by the door. This showed up in new TV spots produced by the CN in English and French versions and recently shown at the Association of Railroad Editors conference in Boston, MA. Locomotives are also getting the new paint; an EMD unit was seen in the film.

MONTREAL RAIL COMMUTERS will be getting a 25% fare increase on CN on Jan 1, the railroad informed them in mid-september. In addition, train cutbacks based on reduced patronage are planned next April: first to be cut are train 902, 7:25am from Cartierville; train 944, 7:30am from Deux-Montagnes; train 912, 8:19am from Vertu;

train 914, 9:05am from Mount Royal; and trains 969, 923 and 925, leaving Montreal Central Station at 5:20pm, 5:27pm, and 6pm. CN said that other "readjusments" would follow these, when the results of the fare increase have been evaluated. CN claimed a yearly deficit of over $7 million, and said the railroad was "without any indication that government authorities will grant financial assistance."

TORONTO TRANSIT SYSTEM averted a shutdown last month when drivers voted to accept a new one-year contract with a 10% pay boost. As strike fears faded, TTC announced that the subway system had moved a step closer to computer control with introduction of new micro-processor technology for train dispatching. The system has been introduced to start runs from the Finch terminal of the Yonge St. route. Daily system patronage in mid-September was running 5% below 1975, after fares were recently raised to 50¢ per ride.

Urban-Suburban Transit

New York Times reported Oct 10 that the Connecticut DOT has blamed the New Canaan commuter train crash of Jul 13 on the engineer, said to be speeding; but his attorney pointed to evidence that the track was slippery from a malfunctioning automatic track lubricator. The National Transportation Safety Board's report is not yet in...

A study highly critical of the design of BART was released by the Institute of Urban and Regional Development of the Univ. of Calif. early this month. BART then released its own marketing study which showed that regular riders gave the system high marks; finding that BART had captured only a steady 22% of the market, BART concluded it should broaden its promotion... FIAT diesel car is being tested in revenue service on Boston's MBTA-B&M line Boston-Reading. The MBTA's Green Line is conducting non-revenue tests of LRV's... A recent study by the Regional Plan Association, financed partly by UMTA, concludes that making cities more compact and discouraging auto travel is more effective than building transit systems in reducing car use. It said that transit riding doesn't cut into car usage sufficiently, since many transit trips are ones that would not be taken by car if the transit system wasn't available... New York's MTA introduced a "UniTicket" Oct 1 which gives commuters on ConRail's Harlem, Hudson and New Haven lines discount tickets for connecting express buses from Grand Central Terminal to other Manhattan points... Three restored Portuguese streetcars began running on Detroit's Washington Blvd. Sept 20. DOT Sec'y Coleman was present for the first run. The DOT partly funded construction of the new line, designed to help revitalize the boulevard. The second day of operation a trolley struck two autos in minor accidents. The first week was judged highly successful, with 20,000 people riding at no charge (next week's fares: 25¢)... Chicago's RTA Sept 7 offered to take over RI commuter runs thru purchase-of-service...

QUOTES OF THE WEEK***

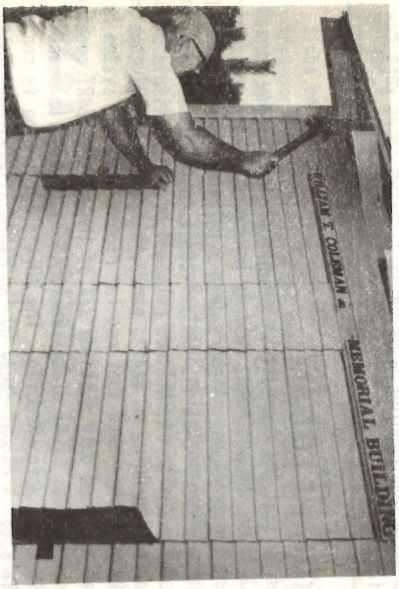
"As soon as my last daughter grew up, I said, 'Hallelujah, I'm free at last' and jumped on the railroad."

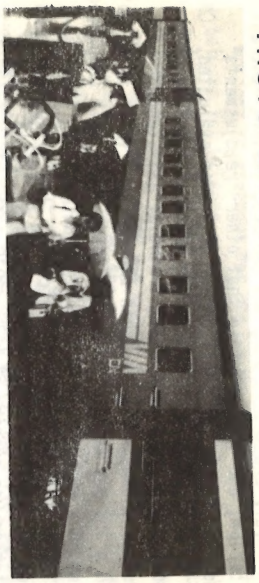
--Cora Hawthorne, lounge attendant on the SAN FRANCISCO ZEPHYR, quoted by Richard Eder in New York Times, Sept. 17.

"A train means more than locomotives and cars moving from one point to another; it means people mingling with each other. It's dinner in the diner with a friend. It's being away from telephones and newspapers. It's gazing at the broad expanse of the plains in Nebraska; the lush green reflections of the Hudson River, or the snowy slopes of the Sierra Nevada Mountains. I've seen portraits of our country framed by my train window. It's the only way to go."

--Amtrak's Joe Vranich in talk to OARP, October 9.

(Top:) CN's new VIA paint scheme, seen on two Daynlter coaches on the SUPER CONTINENTAL at Jasper Aug 16. The body is medium blue, top and bottom black, stripes yellow, CN logo white. Photo by Alan Follett, who says he thinks the new paint "ghastly." (Above:) The William T. Coleman Jr. Memorial Building--an outhouse at the Cimarron Valley RR Museum, Cushing OK. Photo by Lawrence Gibbs. (Below:) Auto-Train President Eugene Garfield and Amtrak President Paul Reistrup sign the agreement to run joint service on the FLORIDIAN route, last Aug 31. Amtrak photo.





Clarification note: the two top lines on page 15 are partly in most copies of this issue. The one on the left should read "area west of Kennewick. As the train pro-". The one on the right should read: "SP&S line at the Roundhouse wye as I had".

NRHS Autumn Leaf special excursions will run from Richmond VA, Scottsville, Newport News & Williamsburg on Oct 16, 17, 23, & 24. Info from Box 8583, Richmond VA 23226. Trips use the Richmond & Alleghany and Virginia Central Railroads.....

DOT asks public to help in study of public uses of abandoned RR rights-of-way. Send submissions by Nov 1 if possible to: Docket Clerk (OST File No. 46), Office of the General Counsel (TGC-10), DOT, 400 7th St S.W., Washington DC 20590.....

AMTRAK RIDERSHIP FIGURES

SHOWN BELOW ARE RIDERSHIP DATA OF MAY THRU AUGUST, 1976. NOTE THAT BECAUSE OF AN ALTERATION IN DATA COLLECTION IN RECENT MONTHS, SOME ROUTE CLASSIFICATIONS HAVE BEEN CHANGED. SEE 2ND JUNE ISSUE FOR APRIL DATA.

LONG DISTANCE TRAINS

NOS.	TRAIN NAME	MAY	JUN	JUL	AUG	RANK
11-14	COAST STARLIGHT	30,890	39,431	46,953	55,731	1
3-4	SOUTHWEST LIMITED	25,093	33,032	37,514	37,458	2
48-49	LAKE SHORE LIMITED	24,349	26,815	33,341	35,051	3
7-8	EMPIRE BUILDER	23,790	30,671	34,616	34,839	4
60-61	MONTREALER	10,651*	11,028*	35,092	34,802	5
5-6	SAN FRANCISCO ZEPHYR	21,582	28,286	31,721	33,763	6
40-41	BROADWAY LIMITED	24,582	29,696	30,916	31,040	7
15-16	LONE STAR	29,215	27,224	33,606	30,332	8
9-10	NORTH COAST HIAWATHA	17,092	23,129	29,060	30,268	9
	Florida Trains**	20,061	20,347	25,544	24,428	10
30-31	NATIONAL LIMITED	17,691	18,027	22,731	22,976	11
58-59	PANAMA LIMITED	17,351	18,611	22,065	22,412	12
89-90	PALMETTO		6,042	21,157	21,912	13
56-57	FLORIDIAN	13,936	17,133	18,492	17,821	14
50-51	JAMES WHITCOMB RILEY	12,506	11,803	14,221	14,139	15
1-2	SUNSET LIMITED	9,341	11,844	13,862	13,791	16
68-69	ADIRONDACK	9,088	9,244	10,637	11,652	17
54-55	MOUNTAINEER	6,872	6,676	8,470	8,122	18
166/7	COLONIAL		1,766	5,283	6,737	19
21-22	INTER-AMERICAN	4,333	4,325	5,523	4,937	20
	NY-LA thru car			949	1,008	
	First Class Total:	38,107	45,424	50,874	52,954	
	Coach Class Total:	320,439	370,409	481,967	489,121	
	Combined Total:	358,546	415,833	532,841	542,075	

*Not incl. NE Corr (NY-DC). **Average of 3 trains.

Systemwide Totals: May 1,450,449; June 1,542,411; July 1,700,874; August 1,746,750.

SHORT DISTANCE TRAINS

ROUTE	MAY	JUN	JUL	AUG
N.E. Corridor*		621,147	635,508	647,442
NYC - Washington	624,458			
NYC - DC Metroliner		176,843	164,207	156,563
Boston - NYC	114,113			
Phila - Harrisburg	66,639	65,664	64,585	60,724
NYC - Harrisburg			16,054	18,804
NYC - Albany - Buffalo	47,293	46,007	54,876	56,837
Los Angeles - San Diego	44,908	44,415	44,508	49,920
Chicago - Detroit	36,059	34,486	36,564	36,087
Chicago - St. Louis	28,131	25,128	28,252	30,153
Chicago - Milwaukee	20,627	22,099	23,506	27,631
Springfield - New Haven	22,712	17,309	17,852	17,538
Washington - Cumberland	14,299	14,391	15,032	15,875
Chicago - Carbondale	10,956	9,814	12,281	12,459
Seattle - Portland	12,772	10,273	11,927	16,850
NYC - Springfield	8,544			
Chicago - Quincy	8,613	5,760	6,640	6,243
Chicago - Pt. Huron	9,125	8,800	8,520	9,024
Oakland - Bakersfield	6,849	6,209	7,142	8,247
Jackson - Detroit	4,554	5,204	5,045	5,239
Minneapolis - Superior	2,786	2,848	3,326	3,978
Chicago - Dubuque	3,224	3,792	3,391	4,428
Seattle - Vancouver	4,352	4,483	5,740	7,671
Los Angeles - Las Vegas	889	1,906	1,667	1,321
DC - Springfield thru car			1,410	1,497
Total:	1,091,903	1,126,578	1,168,033	1,194,531
Special Trains:			1,303	10,144

*DC - NYC - Boston & NYC - Springfield

TURBO AT TWO

by George E. Lerrigo

A brand new Amtrak Turboliner sat on track 23 in Grand Central Station on September 27. It was protecting the WASHINGTON IRVING (train 79) schedule with a 2:00 pm departure from the Big Apple.

After one false start at boarding, the small group of passengers filed down along the sleek south end of the Turbo. Several things immediately catch the passenger's eye. First there is a big 480-volt power plug which plugs into the power car just like a waffle iron cord. Then the big windows. The train loads thru a pair of doors in the center.

Once inside, one notices a number of differences. 1) Everything is new and works. 2) There are the standard Amtrak colors. 3) Seating appears identical to Amfleet cars. 4) Seat spacing is about the same as in a corridor Amfleet car except that some seats provide seating for four. 5) Seats at the ends of the cars will be ideal for people with a lot of luggage or desiring leg room. One must stretch to reach the wall.

The doors open automatically as you approach the compartment from the vestibule, but could be put into an open-only phase by the conductor. The doors between cars have to be touched to open, but it's a light touch.

Coloring is standard Amtrak: violet carpeting on floors and end walls; New Haven red vestibules, light brown luggage racks and ceiling. All this is set off with stainless accents. The effect is appealing.

As we got rolling, several advantages and disadvantages became apparent. Advantages first: Number one, everything works. For hardened Empire Service riders, this is the difference between night and day. The climate is controlled, is consistent, and the entire train is comfortable. The seats have fold-down trays, which make eating easy. The best feature is a full-service snack section with hot meals. Altho we had grabbed a sandwich at GCT, one can do better for less on the Turbo with hot food. Another innovation is a colored picture of the food served. The P.A. system is a great improvement. Announcements are friendly and to the point. The crew doesn't announce a "three minutes to station" warning as on Metros and Amfleets, but says we'll be arriving "shortly." The reading lights are adjustable and provide strong light. Toilets are of the retention type, and one suspects that if properly maintained they will be fine. Finally and perhaps most important to the passenger, the conductor and snack crews seemed happier and more courteous.

As for disadvantages, the chief one seems to be that a train is only as good as the track over which it runs. The lateral movement over switches and around some curves is evident even at low speeds. When the train is unplugged from its 480-volt power at Grand Central, there is a momentary blackout to emergency power before the electric engines come on. For those who fear the new trains will stop the clickety-clack of jointed rails, the Turbo provides these sounds thru the air ventilation system by the windows. Personally, I could do with less. Lastly is reliability. If the Turbos are to attract new patronage, they must be reliable. Altho I had an on-time trip to Albany, the Turbos have had some troubles. On the 26th, the Turbo had a fire at Terrytown.

I timed the Turbo at about 60 on a number of stretches into Croton-Harmon. Better than the FL9's for sure. They seem to be held to 75 north of Croton. One wonders if the 10-min stop will be necessary at Croton.

Will the Turbos succeed? In my opinion, probably. The Rohr Turbos are a better train, not a new technology. The initial mechanical bugs aside, if the trains are properly maintained, and supervision of on-board services is adequate, they should be successful. What concerns me is that these have been two of Amtrak's weakest points on the Empire Service line.

GOING HOME ON THE EMPIRE BUILDER

by Glenn Lee

Thomas Wolfe, the famous American author whose works are filled with train color, once wrote "You Can't Go Home Again." Surely in some respects he was correct; but for some of us in Seattle who grew up on the dry side of the mountains in Washington State, we can at least try.

While such places as California and England have been seriously affected this year by drought, the City of Seattle recorded its second wettest August since the Weather Bureau began keeping records. As August passed, it became obvious that there would be little letup. It was time for a weekend of relief, and time to visit with friends and relatives in Pasco.

My vehicle of escape was the EMPIRE BUILDER, and the equipment looked especially inviting at the Seattle Amtrak station, even under a gray bank of clouds. The consist was locomotives 537 and 535, followed by cars 1051, 1554, 9470, 4483, 9481, 4541, "Travellers Rest" car 8351, 8097, 9211, 2261 "Placid Harbor," 2672 "Silver Hollow," and dome sleeper 9212 (operating backwards at the rear, and occupied).

A reasonably good crowd boarded, and it was immediately evident that many were first time riders. One sleeping-car passenger was halfway aboard a coach when instructed to walk rear to her assigned car. In my dome coach, car 9470, a young woman carried her luggage into the dome section, only to be asked later to remove it for placement in the regular luggage racks.

We departed two minutes late at 1:17pm. The gray fog of Lexan in some of 9470's dome windows blended well with the darkening skies overhead. After a few minutes of viewing, I returned to my seat. Unfortunately, the rear door of 9470 refused to close, filling the car with vestibule and track noise. I tried to push it shut a few times, but it refused to stay closed. Meanwhile, the coach porter was busy preparing a large wastepaper sack, and making a lot of noise inthe process. Once he had completed that chore, I suddenly realized that the "open" button on the automatic door switch had been thrown, and shut it off. A few passengers turned and smiled with relief, and an air of silence fell over 9470.

In the refurbishing process, the Haida Indian drawings had survived on the bulkheads, but seemed to clash somewhat with the dark blue carpeting and seat upholstery. Like others have, I wondered why Amtrak cannot develop alternate interior decoration schemes, such as had been used by the SHASTA DAYLIGHT, which featured four or five different color combinations on cars of the same design.

As we departed Auburn, more passengers were trying to carry luggage into the dome section, and I could not help but wonder why Amtrak doesn't insert a small card into ticket envelopes, giving "dome etiquette", which would instruct first-time passengers on such matters; and also suggest "no smoking in the come" and perhaps "dome seating space is limited--if you wish to read, please do so elsewhere to make seats available for those interested in sightseeing."

As the conductor lifted tickets ahead of my seat, he apologized about the equipment to a talkative middle-age woman. "We can't wait for the new cars," he said. Having been aboard the EMPIRE BUILDER when it was brand new in 1955, and having seen it well-maintained thru the 1960s, I could only contemplate the trends which had caused a gradual decline in the dependability of the equipment. As I rested my eyes in the darkening afternoon, I found my mind wandering into the past, thinking how good the EMPIRE BUILDER trains really had been--when they were really good. The reverie was interrupted by an official in a business suit poking thru the electrical locker opposite my seat. I overheard some of the conversation with train crewmen: the air conditioning was on the blink again in car 9470, but today it did not matter--the need would soon be more for heat than for cooling.

As we approached the East Portal of the Stampede Tunnel, the rain increased in volume and intensity, and was drenching train and countryside while lightning flashed on the flanks of the pass above. Our speed thru the tunnel was the customary 30mph, in contrast with operation one year ago when 10mins or more were required for the 2-mile trip thru the bore when ties were being re-

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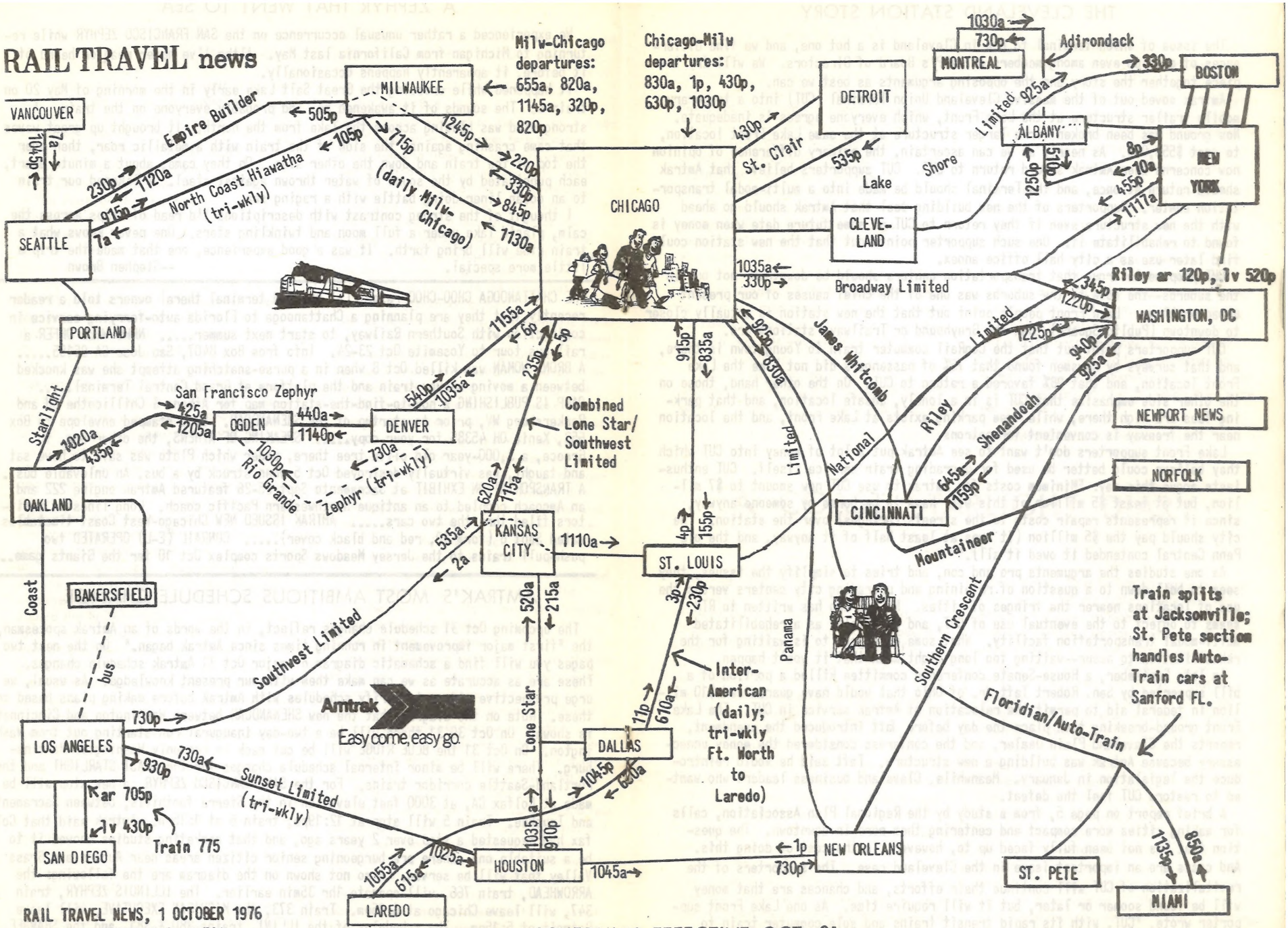
RAIL TRAVEL news



SCHEDULES EFFECTIVE OCT. 31

THE CLEVELAND STATION STORY

The issue of which terminal to use in Cleveland is a hot one, and we find differences of opinion even among members of NARP's Board of Directors. We will try to piece together the story and the opposing arguments as best we can.

Amtrak moved out of the massive Cleveland Union Terminal (CUT) into a temporary mobile trailer structure at the Lake Front, which everyone agrees is inadequate. Now ground has been broken for a larger structure at the same Lake Front location, to cost $550,000. As nearly as we can ascertain, the primary difference of opinion now concerns when Amtrak should return to CUT. CUT supporters believe that Amtrak should return at once, and the Terminal should be made into a multi-modal transportation center. Supporters of the new building feel that Amtrak should go ahead with the new structure even if they return to CUT at some future date when money is found to rehabilitate it. One such supporter points out that the new station could find later use as a city hall office annex.

CUT proponents argue that transportation centers should be downtown, not out in the suburbs--the move to the suburbs was one of the chief causes of our present urban problems. Lake Front people point out that the new station is actually closer to downtown (Public Square) than the Greyhound or Trailways stations are.

CUT supporters point out that the ConRail commuter train to Youngstown is there, and that surveys by newsmen found that 75% of passengers did not like the Lake Front location, and that 98% favored a return to CUT. On the other hand, those on the other side emphasize that CUT is in a lonely, unsafe location, and that parking fees are high there, while free parking exists at Lake Front, and the location near the freeway is convenient for patrons.

Lake Front supporters don't want to see Amtrak put a lot of money into CUT which they believe could better be used for upgrading train service itself. CUT enthusiasts argue this way: "Minimum costs for Amtrak to use CUT now amount to $7 million, but at least $5 million of this will have to be borne by someone anyway, since it represents repair costs to the streets (bridges) over the station. The city should pay the $5 million (it owes at least half of it anyway, and the old Penn Central contended it owed it all)."

As one studies the arguments pro and con, and tries to simplify the issues, they seem to boil down to a question of retaining and upgrading city centers versus the use of locations nearer the fringes of cities. No one who has written to RTN seems to object to the eventual use of CUT, and especially as a rehabilitated multi-modal transportation facility. What some do object to is waiting for the rehabilitation to occur--waiting too long might mean that it won't happen.

In late September, a House-Senate conference committee killed a portion of a bill supported by Sen. Robert Taft Jr. of Ohio that would have guaranteed $10 million in federal aid to permit the relocation of Amtrak service in CUT. The Lake Front ground-breaking took place the day before Taft introduced the amendment, reports the Cleveland Plain Dealer, and the conferees considered the money unnecessary because Amtrak was building a new structure. Taft said he would reintroduce the legislation in January. Meanwhile, Cleveland business leaders who wanted to restore CUT feel the defeat.

A brief report on page 5, from a study by the Regional Plan Association, calls for making cities more compact and centering them more in downtown. The question that has not been fully faced up to, however, is the cost of doing this. And costs are an important issue in the Cleveland case. The supporters of the revitalization of CUT will continue their efforts, and chances are that money will be found sooner or later, but it will require time. As one Lake Front supporter wrote, "CUT, with its rapid transit trains and sole commuter train to Youngstown, will one day make a convenient and practical home for Amtrak trains. However, a good 3-4 years of work must be done before Amtrak could move back."

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area west of Kennewick. As the train proceeded on the ridge above the Columbia River, many passengers began asking questions about the body of water below, the names of the burgeoning communities they were seeing, and many other things. This, of course, reflects the need for a train public address system, and development of an effective route-description booklet.

After rumbling across the Columbia River, we stopped short of the Pasco depot, passengers lining the aisles with luggage. After a delay, the locomotives pulled far forward for fuel, as Rio Grande does at Grand Junction, and as CP Rail does as Thunder Bay. It was a long walk back to the depot for Pasco passengers, usually assigned the forward cars. It was windy and cold, but it was not raining.

Relatives were on hand to say hello, and we chatted until the E.B. backed from the station. I watched it move forward for the SP&S line, the old warhouse we as I had for many years, until the last car disappeared from sight at the city limits.

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I ask my waiter, Warren Knox, who turns out to be an SP veteran of 30 years, where the steward learned his French. "He was a merchant seaman," he says. "He also speaks Japanese. That really gets to the Japanese people who ride the train," he says.

Steward comes over to collect for my dinner. His name is Edward Adams. He says he became dining car waiter after many years in the merchant marine. I compliment him on his linguistic ability and ask him what other languages he uses. "Some Korean and a little Spanish," he says. "French is my best. But I'm just a Louisiana country boy. From Opelousas."

Morning, August 31: Dawn. STARLIGHT moving smoothly on SP welded rail. I prop myself up and look out on Great Klamath Lake, mile after mile of it. Water birds. Islands. Shore reeds. Faint smell of bacon in air.

Steward Adams directs me to table in dining car. I am joined by junior at Western Washington State in Bellingham. He wants to be high school teacher. Car fills up. Two French families are back. We nod. Diner becomes buzz of American and foreign accents. We're in Cascades and slowing down. Bacon, eggs and coffee in blue and white car interior. Outside the timber reaches down into a deep valley and up opposite slope.

I take seat in SP dome-lounge 9373 ahead of diner. Wheels protest on curves. Tunnels come rapidly. At bottom of steep draw, far below SP grade, there's skeleton of box car. Sun is on right side of train. As we spiral down toward middle fork of the Willamette, sun moves to left side. Mix of passengers in dome suggests demographics of the STARLIGHT: young people, students, parents and grandparents with children. I must be only Montgomery Street type aboard.

We hit Eugene promptly at 10:15am. There's a whiff of Kraft pulp from big mill in Springfield. I get out to stretch and talk with Sandy Treadway beside her footstep. How does she like working Amtrak sleepers? She likes it.

"I was in the Amtrak office in Los Angeles and asked for a train assignment," she says. "They wouldn't believe me. I was interviewed five times for the job. I'm a member of the Brotherhood of Sleeping Car Porters, but I'm still on the extra board. Some men can't get used to a girl porter. They insist on carrying their own bags. I work the SUNSET and the SOUTHWEST LIMITED too. And I'm getting to know a lot about the insides of the cars, like the electrical systems. If you look up ahead there, you'll see another

girl porter. She has one of the chair cars."

We arrive in Portland at 1pm, 5 mins early, and I head for the Benson Hotel. First I make sure to let Sandy handle my bags.

Afternoon, September 1: Portland Union Station seems in surprisingly good shape. Southbound STARLIGHT arrives when it's supposed to: at 3:50pm for a 4:05 departure. Looks like same consist as yesterday. I check into "Pine Arroyo," roomette 5. No sign of Sandy. My porter is a husky young blond man. Seems he's permanent union employee. No extra board for him. Sandy, he says, flew back to Los Angeles after finishing her trip to Seattle. Ahead is "Pine Leaf." Behind us is "Regal Hill," side corridor bedroom, compartment, drawing room combination. All three sleepers are former Santa Fe equipment. Luxurious.

I pass thru diner on way to dome-lounge. Warren Knox stops me. I notice he's wearing steward's sports jacket. "They asked me to step in," he says. "Ed Adams and two of our waiters were right behind us in a taxi on the way to the Seattle station this morning when they were hit by a bus. Nothing broken, but they were pretty well shook up. They're in a Seattle hospital for observation."

Evening, September 1: My tablemates are a young lady doctor from Boston who's finishing her Ph.D. thesis in molecular biology, and a German physicist from Stuttgart. They flew out from Boston earlier this morning and caught train in Seattle. We talk about Boston, Germany, and things to see in San Francisco, their next stop after Klamath Falls, where they leave train tonight. They plan to rent a car and drive over to Crater Lake, picking up STARLIGHT tomorrow for run down to Bay Area.

Morning, September 2: Red streak above the horizon across Central Valley to east. Sierra makes low profile against sky. I push roomette bunk up to its daytime position and get ready to face day, and office.

In the diner I exchange good mornings with Warren Knox just as we pull into Davis. I am joined by San Francisco psychiatrist and his wife who are completing round trip to Eugene. Scrambled eggs are particularly good, I think. We are few minutes early getting into Oakland.

I'm back in office in San Francisco shortly after 9:00. Phone rings. Client says his company is moving to Portland. Would this pose any difficulties in our business association? I have quick vision of Great Klamath Lake and what Cascade Summit looks like in winter. No, I say, I think we can work things out.

LAST DAYS OF THE BICENTENNIAL STEAM TRAIN

by George Lerrigo

Photo by the author.

The Vermont Steam Train has passed into history. While it was wildly successful from the standpoint of recreational travel and nostalgia, it was not financially solvent. The train stopped running on Sept 6, and will not make the Fall Foliage runs from Burlington to Bennington and return.

While the train ran, it was a sellout. The fiscal demise of the train was in part due to a nine-dollar roundtrip fare from Burlington to Bennington for in-state residents. An even greater bargain rate of $3 was offered Aug 15, Bennington Battle Day weekend.

The Steam Train operated about 11 days into Bennington, and on eight of those it left Bennington with standing-room crowds. It was to have begun western operation, Burlington to Bennington, on the 15th, but Hurricane Belle devastated VTR track south of Rutland and washed out a large section of the Green Mountain Railroad, which effectively stranded the train in Bellows Falls after Aug 11. Finally, it was ferried over B&M-CV to Burlington to begin truncated operations from Burlington to Rutland until flood damage could be assessed and repaired in Walingford, Dorset and Manchester.

Once running to Bennington, the train left Burlington at 8:30am and arrived in Bennington at 2pm. After recoaling and watering, it returned to Burlington at 4pm. I was the station agent for the Bicentennial Committee, and observed its operations each day. With one minor problem with a generator, the train ran smoothly. The crowds were everywhere, and local sentiment was with the train. Along with the soot, one of the best fallouts of the train was the number of tourists who came to ride it, each contributing to the state's frail economy.

The train carried a full diner ("Cephas Kent Tavern"), featuring for breakfast an "Egg McChoo Choo", and a Tavern car ("Catamount Tavern"), which featured cold draft beer. Both were popular. All the train cars were ex-LI 1700's. These cars were rewired, reupholstered, and reconditioned.

What started as a wonderful idea is now history. Why? Part of the problem was the state government's penchant of seeking crisis solutions. The train had a poor initial ridership due to its $30 roundtrip fare Bellows Falls-Burlington. In addition, the advertising was largely word of mouth. When steam buffs finally heard about the train, they came in numbers. The $9 fare was an overreaction to the $30 fare (and one could ride shorter distances for less). The train was also expensive to operate. In the golden days of steam engines, coal wasn't over $40 a ton. Facilities also had to be put in place. The railroads charged a per mile charge, insurance added more, and Steamtown charged for crews and services. To put it bluntly, you don't make money on passengers.

Will the train run again? Probably not. Those who put 1293 and its nine Tuscan and golden cars on film should count themselves among the fortunate. The deficits are around $900,000, revenue covering only a small part of the costs. In the process, the VTR and GMR got a Sperry inspection and lots of new ties, about $3.5 million worth altogether, a definite long-term investment for the Bicentennial.

The probable next governor of the state is a declared foe of the Steam Train. Nonetheless, Steam Train president Stearns Jenkins is talking about a different type of operation for 1977. He is even talking about a more ambitious steam paddle wheeler for Lake Champlain, which could meet the train (Amtrak too) in Whitehall NY and sail to Burlington. He's also talking about private operations.

Imagine--take Amtrak's ADIRONDACK to Whitehall, take the Paddlewheeler to Burlington, return by steam train to catch Amtrak. Imagine, but don't count on it. It's all still a dream.

Mixed Train of Thoughts

AMTRAK'S INTER-AMERICAN, southbound a half-mile from Hawkins TX on Sept 20, derailed in a rainstorm and slid down a 50-foot embankment. There were five cars and one engine, and all the occupants--35 passengers and 5 crew--were examined at hospitals, but there were reportedly no serious injuries--mostly cuts and bruises..... AMTRAK'S PRESENT TIMETABLE for delivery of its bi-level cars calls for the first to be ready late in the spring. However, since the first diner will not be delivered until late summer, the equipment cannot be assigned to the first train (the EMPIRE BUILDER) until that time, according to an Amtrak spokesman. The bi-level diners, incidentally, will be among the heaviest passenger cars on the rails, weighing in at 95 tons (compared to the 52 tons of an Amcoach or the 84 tons of a Metroliner car)...

* * *

GROUND WAS BROKEN on Oct 13 for what is called the only inter-city combined air-rail passenger station, one mile from Baltimore Internat'l Airport on the Northeast Corridor. Construction could start next spring, and the station is expected to be in use by the end of 1977..... THE CALIFORNIA BILL by State Senator James Mills which provided funds for the new CALTRAK SAN DIEGAN also appropriates transportation funds to build up the emerging Sacramento-Bay Area corridor (including Stockton) and provide at least two more daily roundtrip trains on the route. At present there is only the daily SAN FRANCISCO ZEPHYR on the route, with westbound and eastbound trains only 40mins apart in Sacramento. Funds will be available next July, and the Richmond Amtrak station must be built first..... UNDERDOG PRESIDENTIAL HOPEFUL Eugene J. McCarthy has revealed some of his potential cabinet choices, reports the NY Times (Oct 10), and he would combine the Transportation and Labor Departments along with part of the Agriculture Dept. under Sam Shoen of Phoenix, president of U-Haul rental company. He would retain William T. Coleman in the cabinet, but presumably not as Secretary of Transportation..... AUTO-TRAIN CORPORATION has changed its Sanford FL departure time from 6pm to 4pm. Passenger and auto-carrier cars are presently running in the same train again..... GE ELECTRIC E60 locomotive on Amtrak train 169 failed north of Wilmington Sept 23, and it sat 1½ hours while a second E60 was sent from Wilmington to complete the trip. Observers report that the new engines are failing too frequently..... AMTRAK'S JOE VRANICH, on the subject of new equipment, spoke to Ohio ARP in Columbus Oct 9. He said "Amtrak will not be operating any Buck Rogers-type equipment in Ohio or anywhere else in the nation. No tracked air cushion vehicles or other fantasy trains for Amtrak. During the next five years we will continue to search for the latest proven technology, such as American-built Amfleet cars, French Turboliners and Swedish locomotives. If the equipment works, we'll use it." Vranich said he has "absolutely no doubt" that there is a healthy future for rail passenger service in Ohio. He said the unfortunate thing now is that two of the major trains serving Ohio, the BROADWAY LIMITED and the NATIONAL LIMITED, pass thru in the wee hours. He pointed out that the solution to that, according to Paul Reistrup, is to operate two trains over every route in the nation. He said Amtrak could do that if sufficient funds became available..... RECENT PASSENGERS ON Amtrak's CHAMPION/SILVER METEOR have found that train windows are washed by hand at Jacksonville FL on the southbound run..... THE SAN JOAQUIN will officially be Amfleeted on Oct 19, the equipment now released by the Democratic National Committee after being outfitted for campaign train use. A special run on Oct 18, with extra cars, will take the Amfleet equipment from Oakland to Bakersfield, and the westbound run of that date will be the last with conventional cars..... LOS ANGELES TIMES on Oct 1 carried a long article on Baxter Ward's proposed L.A.-San Diego train which is currently hung up in a dispute with Santa Fe. Ward calls the train the EL CAMINO. There were photos of the exterior and interior of one car, and the refurbishing job looks really sharp. The

issue of whether the train is inter-city or commuter is now up before the National Arbitration Panel, and Santa Fe is to submit its statement to the panel Oct 15. If the panel decides it's an inter-city train, Amtrak could start running it--a fifth train on the L.A.-San Diego route--as early as December, the Times said.....

* * *

THE ISSUE OF the Southern Pacific's refusal to run private cars over 40 years old on its tracks has also been placed by Amtrak before the National Arbitration Panel.. THE PASSENGER TRAIN is the ideal vehicle for skiers, and Amtrak this season is out to woo the ski trade as never before. A full-color, 36-page brochure entitled "Pick of the Peaks" is being distributed to travel agents. This looks like the most elaborate publication Amtrak has ever done, with 58 superb full-color ski photos, and one train photo--that of the SAN FRANCISCO ZEPHYR in the snowy Sierra (altho it could represent the COAST STARLIGHT this winter in the Cascades, with the full-length dome lounges). There is a 16x18" foldout with a U.S. map superimposed on a beautiful snow scene, with the routes of Amtrak's "Ski Trains" shown: MONTREALER, SAN FRANCISCO ZEPHYR, SOUTHWEST LIMITED, COAST STARLIGHT, EMPIRE BUILDER, and NORTH COAST, and a list of station stops for ski areas. But even more unusual is Amtrak's accompanying announcement of an "Amtrak Ski Pass" good from Nov 15 thru Apr 7 (except for some heavy-travel holiday dates). The pass gives a 25% discount (8 one-way coach trips for the price of 6) for travel to or from any one of 30 ski area stations. The unique thing about the pass is that it can be shared by different travelers; for example, one person could take 8 one-way or 4 round-trips, or a group of 8 could take one one-way trip, or other combinations. Won't this one blow some conductors' minds! (The brochure is available by writing Amtrak Travel Center, P.O. Box 311, Addison IL 60101).....

* * *

RIDERSHIP JUMPS DRAMATICALLY when new equipment is introduced to a passenger run. This has been demonstrated clearly in places like Detroit. Now the latest figures from the Western routes that have recently received new Amfleet equipment demonstrate it again. In Sept 1976, compared with Sept 1975, the three short-distance Western routes with Amfleet cars all showed gains in ridership of over 60% (L.A.-San Diego 65.5%, Seattle-Portland 67.7%, Seattle-Vancouver 64.3%). The SAN JOAQUIN, which does not yet have the new cars, showed an 18.2% increase. This presumably may be taken as the degree of increase attributable to better economic conditions in 1976 and other factors aside from new equipment introduction. Amtrak said that the addition of the CALTRAK SAN DIEGAN was partly responsible for the San Diego increase, but even without it, ridership was up 39%. Ridership of the three original SAN DIEGANS was not being "diluted" by addition of the fourth, since for example train 773 was up 61.7% on its own. The route carried 39,896 riders in September, compared with 24,093 in Sept 1975..... THE SEATTLE TRAINS are to have some equipment changes, Amtrak announced Sept 30: because of crowded conditions due to ridership increases on the Portland-Seattle route, conventional cars will be substituted on the 8:30am PUGET SOUND out of Seattle and the 5:30pm MOUNT RAINIER out of Portland, on weekends. This will release Amfleet cars to increase the seating capacity of the other trains. Also, the PACIFIC INTERNATIONAL, the 8:30am Portland departure, and the 5:30pm Seattle departure will each have two Amcafe cars plus mobile "carts" for beverage service..... HOW MANY TIMES have you seen an SDP40F at the head of a train, running backwards? Reader James Selzer was on the RILEY/MOUNTAINEER Sept 5 when this happened. Train 51/55 that date departing South Shore, KY at 8:05am had this consist: engine 648 running backwards, engine 440; then cars 2155 "Silver Tulip," 6029, 6046, 8201 "Blue Grass Club," 6810, 5454, 6066, 2768 "Portsmouth," 1199, and 1068. The train began Sept 4 as #50/54 from Chicago, with the consist above reversed. Due to a freight derailment on C&L near Ashland KY, passengers from 50/54 were bused to a point around the wreck where train 51/55 was waiting to return east. Engine 648 ran at speed rear first, and at Stevens KY it was turned on a turntable and returned to the train to run for-

ward the rest of the way to Chicago. It took the C&O 1hr 19mins to uncouple the engines, run thru the yard, turn the engine, top off fuel and water, and recouple the engine to the train (C&O didn't have any wyes between Stevens and Ashland.) After westbound passengers were loaded at S. Portsmouth, 51/55 ran east several miles to South Shore KY, where the engines were rotated from one end of the train to the other before proceeding west for Chicago (South Shore was the nearest set of mainline crossovers)..... THE SUNSET LIMITED will reportedly be assigned the roundend ex-CZ dome observations, as well as observation 3260 "Wingate Brook" now used on the Chicago-Denver leg of the SAN FRANCISCO ZEPHYR..... AN SP DERAILMENT forced the westbound SUNSET LIMITED to detour over UP from City of Industry, CA to Los Angeles on Oct 6, with an arrival of 9:25am..... AMTRAK WON FIRST prize among transportation displayers for its exhibit at the World Travel Congress of the American Society of Travel Agents in mid-September in New Orleans. At the same time, Amtrak announced Mardi Gras Fun Train tours to New Orleans next Feb 18-24..... AMTRAK PRESIDENT REISTRUP told a Chicago reporter recently that Amtrak finally has a computer program to spot offending cars with repeated electrical and air conditioning problems. He said that it was found that 6% of the cars were causing 25% of the problems. Quote: "We'll shoot 'em right thru the head and put 'em out of their misery. We've got enough room to maneuver now that we can scrap the junk"..... TRANSPORTATION SECRETARY COLEMAN doesn't ride trains (maybe he's wary of all those "crazy" people who do), even tho as an Amtrak director he's entitled to a free pass, charged Stephen Aug in the Washington Star (Sept 27). Instead he generally uses a Coast Guard executive jet that costs about $548 an hour to operate, Aug estimated conservatively. Aug asked why he doesn't use the rails for short Northeast Corridor hops, instead of the expensive jet, and he replied that he must remain in telephone contact with his office. Aug reminded him that the Metroliners have phones, but Coleman said he has to use a "secure" phone. Aug estimated the DOT Secretary ran up costs of almost $70,000 on air travels in the 1½ years of his tenure, going from place to place to preach energy efficiency.....

* * *

AMTRAK WAS CHIDED by the Wall Street Journal (in an editorial Sept 22) and by some RTN readers for the fact that in the Sept 18-19 blockage of the Northeast Corridor due to the derailment in Baltimore (see last issue, p.8) the corporation continued to sell tickets to Washington without informing passengers that the Baltimore to Washington portion of the trip would be by bus. The WSJ said this added about 90 minutes to their trips, and many of the buses were "little yellow school buses"..... AMTRAK'S BOARD APPROVED Sept 29 spending $5.7 million to build a new Miami station. It replaces the former 48-year-old structure, which is deteriorated and costly to operate. Amtrak said it would save a half-million dollars yearly with a new building. It's to be ready for use in 1978..... WASHINGTON UNION STATION will be partially converted back into a railroad station, in addition to being a Visitors Center, Administration officials decided late last month, reported the Washington Post. At a Congressional hearing on the matter, DOT Undersecretary John Barnum said that rail passenger use of the station is expected to triple (to 6 million people) in the next five years..... CONSTRUCTION OF A TECHNICAL training center at Amtrak's Beech Grove shops, at a cost of $1.8 million, was approved by the Amtrak Board Sept 29... THE ORIENT EXPRESS will be cut out of the 1977-78 international railway schedule, an international conference of railroad companies decided late last month. The move was an economy one. The last run will be May 21, after which the train cars will be placed in a museum. On Oct 7 an ORIENT SPECIAL ran on the route of the train, which was inaugurated in 1883. On Sept 20 the EXPRESS collided with a Yugoslav commuter train after running a red light in the fog, with 18 persons killed, including 14 passengers on the commuter train, and about 40 injured.....

Mailing date for this issue: October 13, 1976.

CARS & CONSISTS

*The following Amtrak cars are to be sold "as is" and are stored at Beech Grove, near Indianapolis: 1003, 1009, 1511, 1704, 1705, 1706, 1707, 2240, 2241, 2301, 2557, 2699, 2709, 2730, 2777, 2779, 2790, 2801, 2803, 2811, 2813, 2835, 3223, 3226, 3270, 3780, 3781, 3851, 3950, 3955, 3966, 3967, 4011, 4012, 4881, 5240, 5243, 5276, 5297, 5298, 5610, 5622, 5688, 5698, 5806, 6002, 6003, 6005, 6049, 6080, 6081, 6085, 6086, 6089, 6092, 6093, 6094, 6095, 6096, 6097, 6098, 6405, 6412, 6420, 6424, 6426, 6430, 6432, 6454, 6600, 6601, 6602, 7001, 7256, 7600, 7601, 7602, 8064, 8113, 8152, 8398, 8504, 9384, 9420, 9421, 9462. Buyers call Thomas Shover, (317) 269-5127.

*The following Amtrak cars have been sold by Rail Services Inc. of Mira Loma CA to A&D Enterprises, Riverside CA, and are being scrapped by them at Etivanda CA: 6803, 7501, SP 2381 (not renumbered), PC 3607 (not renumbered).

*NIGHT OWL, train 66, Capital Beltway, Sept 3: engines 906 (GG-1), 4896 (GG-1); cars 1180, 2772, 3901, 5431, ConRail 1593, CR 1576, CR 1596.

*PANAMA LIMITED, train 58, Hammond LA Sept 26: engines 401, 706, 714, power car 1917; cars 1042, 9201 "Starlight Dome", 2831 "Lebanon Valley", 8099, 6021, 5614, 6044, 5641, 3342.

*SILVER METEOR/CHAMPION, train 88, Jacksonville Sept 19: engines 610, 638; cars 1302, 1406, 4466, 4439, 4580, 8015, 3314, 4589, 4445, 4465, 4434, 2034 "Loch Awe", 8014, 3212 "Pine Tree State", 2293 "Golden Poppy", 2603 "Pacific Bend", 2692, 2017 "Wren."

*PALMETTO, train 90, Capital Beltway, Sept 3: engine 716 (P30); cars 21010, 21186, 21160, 21025, 21084, 20004, 21181, 21805, 20209, 21158, 21801, 20676, 1373.

*COAST STARLIGHT, train 11, San Jose, Sept 28: engines 222 (F40 unit returning to L.A. after Sacramento display of Sept 25-26), 556, 570; cars 1031, 1501 "San Marcial", 4544, 4855, 4508, 4872, 4519, 4530, 4548, dome 9374, 8071, 2714 "Pine Creek", 2712 "Pine Brook", 2365 "Regal Hill." Train 14, San Luis Obispo, Sept 17: engines 567, 555; cars 1064, 2532 "Regal Isle", 4856, 4530, 4508, 4865, 4534, 4855, dome 9372, 8041, 2714 "Pine Creek", 2712 "Pine Brook", "Imperial Bird" (Pac. Rwy Soc.), SP business car "Stanford."

*BROADWAY LIMITED, train 41, Pittsburgh, Sept 26: engines 597, 472 (E9B), 545 (low-numbered SDP40F unusual here); cars 1101, 1169, 5453, 5408, 2016 "Thrush", 2024 "Loch Sloy", 5264, 5262, 5258, 3405, 8806-8807, 3211 "Bay State", 2291, 2560 "Wrigley Field", 2553 "Central Park." Train 40, same: engines 593, 452 (E9B), 591; cars 5275, 6032 (both deadhead); 1110, 1196, 6019, 5405, 2003, 2002, 5266, 5268, 5255, 3401, 8802-8803, 3252 "Metcalf", 2290, 2554 "Golden Triangle", 2555 "Steel City."

*MOUNTAINEER, train 54, Lynchburg VA, Sept 26: engine 402 (E8); cars 8200 "Blue Ridge Club", dome 9545 "Silver Vision", 6000, 3254 "City of Chicago." Train 55, Oct 3: engine 418 (E8); cars dome 9540 "Silver Island", 6030, 8381 "Dixie Journey", 2310 "Boca Grande." Car 9202 "Sunlight Dome" ran on train 54 Sept 28 (at Williamson WV), and on train 55 Sept 30.

*PIEDMONT, SR train 6, Lynchburg VA, Sept 26: engines 6147, 6148; baggage 1727, coach-cafe 953, coaches 661, 834 (all Southern Rwy equipment).

*NORTH COAST HIAWATHA, train 10, Seattle, Sept 20: engines 573, 565; cars 1157, 4546, 4512, dome 9485, 4549, dome 9814 "Silver Kettle", 8093, 2655 "Silver Valley", dome 9222, 2659 "Silver Isle", "Timothy B. Blackstone" (Pac. Rwy Soc.), "Imperial Bird" (P.R.S.).

*WATER LEVEL EXPRESS, train 73, inaugural Turboliner, Syracuse NY, Sept 18: power coach 156, 176, 174, 175, power coach 154. Train 74, same: engine 430 (E9A); cars 6436, 3961, 3970. Train 74, Sept 25: power coach 152, 172, 171, 170, power coach 150. Train 73, same: engine 449 (E8A); cars 6403, 6415, 3961, 6439 (substituted for Turbo when latter had fire in rear power coach near Peekskill, ar Syracuse 2hrs late).

*LAKE SHORE LIMITED, trains 48-49, as of mid-Sept no longer using P30 engines, but have a pair of SDP40F's. Train 49, Syracuse, Sept 25: engines 596, 601; cars 1530, 2029 "Loch Katrine", 2817 "Etowah River", 2535 "Swan", 5602, 6048, 8330, 3361, 5659, 5666, ConRail test car 20.

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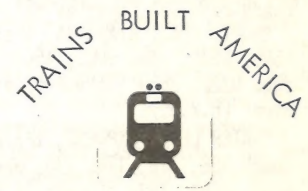

WHEN WILL RTN'S YEARBOOK BE READY?

The exact publication date of RTN's Rail Travel Yearbook 1975 will be announced in these pages as soon as we are absolutely certain of it.

Already partially printed, the Yearbook has all its material assembled, and completion is expected to take place very soon. The biggest factor that delayed publication was lengthy and repeated staff illnesses in the flu epidemic earlier this year, a problem that plagued the regular production of RTN as well, causing delays which resulted in essentially the cancellation of two issues (there were no issues dated May this year, and apparently we will end 1976 having produced 22 instead of the regular 24 issues; this of course will not affect the number of issues that subscribers receive).

If you were fortunate enough to get your order for the Yearbook in early, you will be among the first to receive yours, which will be mailed in order received.

Order information appears at the right.

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1975

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